



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

The American Slave-Trade: An Account of its Origin, Growth and Suppression. By JOHN R. SPEARS. (New York: Charles Scribner's Sons, 1900. Pp. xvi, 232.)

FOR the general reader this book may have some interest. To the student of the slave-trade, in its origin, growth, or suppression, it offers nothing of value, in source-material, method, spirit or conclusions.

The work has no bibliography and no index. It possesses five footnote references, and occasional allusions to sources are scattered through the text. The preface states that the book was written "almost wholly from public documents, biographies, stories of travellers, and other sources of original information." Examination shows that G. Williams's *The Liverpool Privateers*, a work on the English and not the American trade, is drawn upon for statistical and other information, occasionally erroneous; that on the earlier period of the trade the author is indebted for the "documents" cited to Mr. G. C. Mason's article in the *American Historical Record* of July and August, 1872: and that on conditions in Africa, the "middle passage" and the profits of the trade, he apparently makes no distinction between "stories of travellers" on the American and on the English trade.

The author's reiteration of the immorality of the traffic is more pronounced than any search for underlying causes on which it was built. "The assertion that the British forced the traffic on unwilling colonists in America," says Mr. Spears, "is a puling whine," for the latter did not "virtuously" struggle to resist it. Such treatment disposes of early attempts at restrictive legislation in short order, but it also leaves cause and effect largely untouched.

The salient features in the trade—negroes in Africa, captures, middle passage, profits, losses, domestic slave-trade, smuggling, restrictive legislation,—are too frequently touched upon in an illusory manner. For example, under the caption, "The Proportion of Disastrous Voyages," it is said that "something may be told of the proportion of losing to paying voyages." A citation follows from an insurance policy, showing the nature of the risks, and this statement: "For assuming these risks the underwriters charged usually £20 in a hundred, but Mr. William Johnson got at least one policy of a hundred for £18 premium." This is all we learn of the "proportion of losing to paying voyages" in the American slave-trade. Again, we are told that "no trade ever paid such large returns on the investments." In the chapter "The Slavers' Profit" eleven cases are cited, figures given on ten, all showing enormous profits. Six of these cases are taken from Williams's book, mentioned above, and are ships in the English trade. Two more are evidently trading between Cuba and Africa. Our exact information on the profits of vessels in the American slave-trade is thereby cut down to two cases.

The author's unfamiliarity with primary sources leads him into occasional errors. There never was a "Royal Assiento" Company. Consequently the African Company of 1662 could not have sold out to it,

(pp. 15-16). The failure of the Company of Royal Adventurers was due to the Dutch War, not to "interloping," ships. The consequences of interloping are correctly apprehended, but they cannot be assigned to this date, (pp. 15-16). The contracts to furnish 3,000 slaves a year were not with the British West Indies (p. 15), but with certain Spaniards, for the Spanish trade. The "new company" (p. 16) was the Royal African Company. But it was not "chartered" to monopolize the slave-trade under the famous Assiento contract with Spain," (pp. 95, 96), for that contract was not made until forty-one years after the company was chartered. As regards the Assiento, it cannot be true that "only the Royal Company was named in the agreement," (p. 17), for no specific company was named in it at all. When it was awarded it went to the South Sea Company. It could hardly be that under it "all British traders were to participate in the trade," (p. 17), for the South Sea Company contracted with one concern alone for the entire 4,800 slaves annually, to be delivered in specified numbers, at stated times, at certain places on the African coast. Such instances of carelessness do not establish confidence in any of the author's unsupported statements.

The chapter "On the Slave Coast" bears no resemblance to such work as L. Peytraud's corresponding chapter in *L'Esclavage aux Antilles Françaises*. On the growth of the trade there is no tabulation, and no classified or chronological treatment to adequately represent its development, such as Williams appended to his book. As to the volume of the traffic there is no accurate statement. As to the distribution of the slaves in America nothing is said. We find no sufficient analysis of the causes of mortality in the middle passage, no computation of its amount. These might properly find a place in a "history of the American slave-trade." On its suppression one wonders that the author wrote at all, having before him the excellent work of one whom he calls "the distinguished historian of the negro race."

EDWARD D. COLLINS.

A Century of American Diplomacy. By JOHN W. FOSTER. (Boston and New York: Houghton, Mifflin and Co. 1901. Pp. xiii, 497.)

THIS work is the outgrowth of a series of lectures delivered by the author in the School of Diplomacy of the Columbian University. It is a review of the foreign relations of the United States from 1776 to 1876. The book is divided into twelve chapters and the treatment is chronological with the exception of the last chapter which deals with the Monroe Doctrine.

In the field of diplomatic history the limitations of the chronological method are at once apparent, but Mr. Foster has performed the task which he undertook with a high degree of success. He has produced a very readable book and one which will give many Americans a higher opinion than they at present entertain of the achievements of our diplo-